

# Fuel Oil non-availibilty report

|  |                            |                           |   |             |                                 |
|--|----------------------------|---------------------------|---|-------------|---------------------------------|
| Name of Vessel:  | <b>MV.NEW GENERAL</b>      | Flag:                     | <b>PANAMA</b>                           | IMO Number: | <b>9561813</b>                  |
| (if other relevant registration # enter here) :  |                            |                           |   |             |                                 |
| Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :   |                            |                           |   |             |                                 |
| Voy27 rotation: Hakata(Japan)- Hawk Inlet(USA)- Vancouver, BC (Canada)- Onsan(S.Korea)- Saganoseki(Japan)- Xiamen(China)   |                            |                           |   |             |                                 |
| Port of Origin:  | <b>Hawk Inlet,USA</b>      | Date:                     | <b>21-JAN-2016</b>                      |             |                                 |
| Port of Destination:   | <b>Vancouver,BC,Canada</b> | First US port of Arrival: | <b>Hawk Inlet,USA</b>                   |             |                                 |
| Date vessel first received notice that it would be transiting in the N. American ECA:  |                            |                           |   |             | <b>29<sup>TH</sup>-Dec-2015</b> |
| Vessel's location at the time of notice:   |                            | <b>Hakata,Japan</b>       |   |             |                                 |
| Date/Time ship operator expects to enter N American ECA:   |                            |                           | <b>1200GMT 17<sup>TH</sup> Jan.2016</b> |             |                                 |
| Date/Time ship operator expects to exit N American ECA:  |                            |                           | <b>1500GMT 30<sup>TH</sup> Jan.2016</b> |             |                                 |
| Projected days ship's main propulsion engines will be in operation within N American ECA:  |                            |                           |   |             | <b>6 Days</b>                   |
| Sulfur content of fuel oil in use when entering and operating in the N American ECA:   |                            |                           |   |             | <b>0.031%</b>                   |
| Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:  |                            |                           |   |             |                                 |
| <p>Upon vessel's voyage to NA-ECA,our vessel total have 76.2mts LSMGO,(54.1mts LSMGO which sulfur content is 0.031%, and 22.1mts LSMGO which sulfur content is 0.0006%) ,these 76.2mt LSMGO is enough for stay and depature port Hawk Inlet,but it not enough for sailing to Vancouver,BC.At the beginning of this voyage our vessel expect the operator will try to supply LSMGO at Hawk Inlet,but the agent advised them that bunker supply is unavailable at port Hawk Inlet.</p> |                            |                           |   |             |                                 |

| Name of suppliers contacted: | Address: | Date of contact: |
|------------------------------|----------|------------------|
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| In case of fuel oil supplied disruption only   |  |                      |
| Name of port at which vessel was scheduled to receive compliant fuel oil:                        |  | Vancouver,BC ,Canada |
| Name of the fuel oil supplier was scheduled to deliver (and now reporting the non-availability): |  |                      |
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| If Applicable   |
| Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):                   |
| Low sulfur bunker is expected to be run out before arrival Vancouver BC due to bunker supply is not available at port Hawk Inlet.                                     |
| Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends: |
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| Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:   |
| 76.2mt LSMGO on board upon arrival ECA of port Hawk Inlet,it enough for stay and leave Hawk Inlet,but have no enough LSMGO for sailing to Vancouver,BC.because the distance from Hawk Inlet to Vancouver about 1000 miles,and all low sulfur bunker is not available at Hawk Inlet.but vessel will be supplied with additional LSMGO at port Vancouver BC. |
| If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:   |
| 2.72%  |

|   |            |   |   |                     |      |                           |          |
|---|------------|---|---|---------------------|------|---------------------------|----------|
| List below U.S. ports visited in the last 12 months:            |            |   | If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil: NO |                     |      |                           |          |
| Name  | Date       | Did vessel use compliant fuel oil? (yes/no) |   |                     |      |                           |          |
| a) LONGVIEW   | 2015-9-18  | Yes   | Report  | Date                | Port | Type of Fuel              | Comments |
| b) PORTLAND   | 2015-7-24  | Yes   | 1)  |                     |      |                           |          |
| c) KALAMA   | 2015-7-21  | Yes   | 2)  |                     |      |                           |          |
| d) OAKLAND  | 2015-04-15 | Yes   | 3)  |                     |      |                           |          |
| e) LONGVIEW   | 2015-04-01 | Yes   | 4)  |                     |      |                           |          |
| f) VANCOUVER, WA  | 2015-03-29 | Yes   | 5)  |                     |      |                           |          |
| g) STOCKTON   | 2015-03-18 | Yes   | 6)  |                     |      |                           |          |
| h) LOS ANGELES  | 2015-03-05 | Yes   | 7)  |                     |      |                           |          |
| Ship Master Name:   |            | CAO RUISONG                                 |   | Ship Operator Name: |      | Oldendorff GmbH & Co. KG  |          |
| Legal Agent in the U.S.:  |            | North Pacific Maritime                      |   | Ship Owner Name:    |      | NEW HORIZON MARITIME S.A. |          |
| Name of designated Corporate Official: Oldendorff GmbH & Co. KG |            |   |   |                     |      |                           |          |
| Address (Street, City, Country, Postal Code):                   |            |   | 553-999 Canada Place<br>Vancouver B.C.<br>Canada V6C 3E1  |                     |      | Phone : +1 604 697 3237   |          |

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|---|------------------------|--------------------|
| I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001 |                        |                    |
| Signature   | Print Name CAO RUISONG | Date 13RD Jan.2016 |

